



REPORT OF MEETING

State Project Number: 102-295
Project Title: Median Reconstruction and Resurfacing of I-95
Towns: Norwalk & Westport
Date & Time of Meeting: January 7, 2016 at 7:00 pm
Location of Meeting: Norwalk City Hall
Subject of Meeting: Public Information Meeting - Norwalk

Attendance:

Connecticut Department of Transportation (CTDOT)

Andy Fesenmeyer, Highway Design
Michelle Miller, Rights of Way
Christine Tedford, Environmental Planning
Paul Dickey, Environmental Planning
Dave Cutler, Bridge Design
Robert Nowak, District 3 Construction

BL Companies (BL) (CTDOT Liaison)

Brett Stark
Tony Morelli

AECOM (Design Consultant)

Jeffrey Keefe
Donald Costello
Stephen Mitchell
Shivani Mahajan
Jonathan Ives

City of Norwalk

Harry W. Rilling, Mayor
Mike Yeosock, Public Works
Paul Sotnik, Public Works

Public - Approximately 20 residents attended the meeting.

Project Description:

The limits of work for Project 102-295 begin in Norwalk at the easterly end of the I-95 over the Norwalk River Bridge (Yankee Doodle Bridge) and extend approximately 2 miles to the eastern abutment of the I-95 over the Saugatuck River Bridge in Westport. The proposed scope of work consists of reconstruction of the center median and outside shoulders along with resurfacing of the highway mainline and the ramps of Interchanges 16 and 17. The median will be reconstructed consistent with other stretches of I-95 to provide a 6-foot wide capped concrete barrier section and 12-foot wide inside shoulders. In addition to the above, the following bridges will be rehabilitated as follows:

- Strawberry Hill Avenue over I-95 – Superstructure replacement with improved clearance over I-95
- I-95 over Saugatuck Avenue (Route 33) – Superstructure replacement with improved ramp lane widths
- I-95 over Saugatuck River – Concrete deck repairs and replacement of expansion joints

The Department is contemplating the use of Accelerated Bridge Construction technics for the Saugatuck Avenue structure. The proposed methodology would involve replacing the superstructure over 4 weekend periods versus two years of sustained lane and shoulder closures along I-95. During the weekend periods, one direction of I-95 traffic will be reduced to two through lanes and Saugatuck Avenue will be closed at the bridge site. A temporary detour along State Routes will be signed during the closure periods.

Other proposed improvements include upgrade/repair of existing drainage structures, replacement of the existing highway illumination system, guide rail upgrades, construction of a portion of the Yankee Doodle Trail in Norwalk and reconstruction of the existing commuter parking lot off of Hendricks Avenue

Purpose of Meeting:

The purpose of the meeting was to present the project to the public to identify any issues or concerns. The design of the project as presented is approximately 50 percent complete and is scheduled to start construction in the spring of 2018 and last approximately two years. It is currently anticipated that the I-95 project and the Yankee Doodle Bridge rehabilitation project (State Project No. 120-348) will be combined and constructed as a single construction contract.

The presentation began with CTDOT welcoming the attendees and followed with an overview of the project and status. AECOM presented the highway and structure design details for the project. CTDOT Rights of Way described the process for acquiring any rights or easements. The meeting was then opened to the public for questions and or comment.

QUESTIONS AND COMMENTS

1. A question was asked as to what constitutes off-peak hours.
Response: Off peak is generally considered weekend, night time or day time work outside the hours of 6AM to 9AM and 3PM to 6PM.
2. Concern was expressed over construction noise and that work during “off-peak” periods is often undesirable for residents.
Comment noted
3. It was noted that Eversource (formerly Yankee Gas) has been doing pipeline replacements in the area and if the ongoing utility projects are being coordinated with Project 102-295 specifically at Strawberry Hill Bridge. *Response: The gas work at the Strawberry Hill Avenue Bridge is confined to relocating the main from its current location to the new bridge and would only affect the area of the bridge work. The Department is currently coordinating with Eversource and other private utility companies regarding the proposed bridge work. It is desirable that any proposed utility construction would be synchronized with the bridge construction to the greatest practical extent.*
4. Is Accelerated Project Delivery to reduce cost or to reduce inconvenience to the public?
Response: The accelerated method is to reduce long term inconvenience to the public.
5. Lighting used by construction crews at night can be blinding – can the location/position be adjusted?
Comment noted
6. Stormwater drainage must be addressed in the project. At the Yankee Doodle Bridge, the direct drainage into the harbor is unacceptable. Has consideration been given to directing drainage away from harbor? Will separators be used to stop water from returning to harbor?
Response: This issue is currently being investigated as part of the Yankee Doodle Bridge project (State Project No. 102-348).
7. What is the reason for the project construction schedule delayed?
Response: This was due to possible right of way need for minor slope easements and construction easements.
8. Have the designers considered the increase in impervious area in the median in the drainage design?
Response: Water quality basins are proposed and the project is subject to regulatory approvals by the Department of Energy and Environmental Protection.

9. Any change to Olmstead drainage? Will any new retention ponds be required?
Response: At this time it is expected that there will be no change to the existing drainage discharge locations and flow patterns will remain as they currently exist so if site discharges do not enter the Olmstead drainage now, they will not with this project.
10. Why is the Exit 16 bridge (East Ave over I-95) not being incorporated into this project?
Response: That project, which also involves the reconfiguration of Interchange 16 is currently in the conceptual design phase and has no established design schedule.
11. Is vertical clearance an issue at East Avenue as well?
Response: Vertical clearance is deficient at that bridge.
12. There are three schools in proximity to the Strawberry Hill Road Bridge. Concern noted regarding impacts to kids walking to school.
Response: Pedestrian access will be maintained during construction through the use of a temporary pedestrian bridge.
13. Could accelerated construction techniques be used at the Strawberry Hill Bridge?
Response: The noted proximity of the nearby school, the need to maintain traffic along Strawberry Hill Avenue and the utilities on the bridge that need to be maintained make it a better candidate for a conventional staged construction method.
14. It was suggested for future meetings that the entire powerpoint presentation be a handout to take notes on.
Comment noted
15. Concern was expressed that the right-of-way impacts may grow as the design proceeds.
Comment noted
16. The guidelines on sound barriers shown in the presentation pertain to Federal funding. Why can't State money be used to pay for sound barriers? Noise and light pollution will increase significantly while the project is under construction.
Response: Currently the State has no specific funding program for noise barriers. The project does not meet the Federal guidelines for noise barriers to be considered.
17. Reduced durations are requested for the detours. The hours of 10AM to 4PM during the day are considered off-peak to residents (as opposed to overnight). Acceptable decibel levels are generally too high on other projects. Residents within two streets of the project should be notified of high noise level activities. The project should take into consideration the proximity of residences to the Contractor's staging areas.
Comment noted
18. Will this project be scheduled concurrently with Merritt Parkway construction, Stroffolino Bridge and Route 136 over Norwalk River? General concern noted regarding the number of construction projects and timing.
Response: The current schedule for the I-95 project is not expected to conflict with the temporary detours proposed under the Stroffolino Bridge Project (State Project No. 102-357) which are expected to be in effect in 2017. Potential conflicts with the proposed work along the Merritt Parkway and other regional projects will be considered by the CTDOT in advance of construction starting.
19. Need to be more sensitive to staging areas for construction materials and equipment. A specific issue was noted with the beeping noise with trucks backing up.
Comment noted
20. Please clarify whether drainage from the Yankee Doodle Bridge will continue to drop directly into river or not.
Response: This issue is currently being investigated as part of the Yankee Doodle Bridge project.
21. This whole section of highway is very dirty and does not appear to be maintained. Can street sweepers be used to clean it?
Response: This is a maintenance issue and will need to be addressed by CTDOT District Maintenance.
22. Pedestrian safety is important at Strawberry Hill due to its proximity to schools.
Comment noted
23. Truck volumes and their high speeds should be controlled both during construction and in the final condition.
Comment noted
24. What level of noise is acceptable during construction? Does the DOT monitor noise during construction? Are short-term peaks allowed outside the acceptable range?
Response: 90 decibels is permissible in the State of CT. Bridge structure removal typically creates the most noise. DOT monitors noise upon receiving a complaint. Noise limitations are part of the project specifications. A public outreach program should also notify residents of the timing of specific operations.

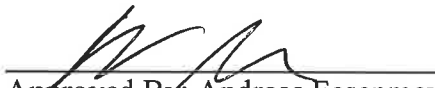
25. Regarding noise, the Contractor's staging areas are also important. The residential area notified may need to go beyond two streets.
Comment noted
26. What is the cost of sound barriers?
Response: CTDOT indicated that sound barriers typically cost between \$1.6M and \$1.8M per mile.
27. \$3M to \$4M for sound barriers seems like a worthwhile expense. Can the state consider spending the money?
Comment noted
28. It was noted that the public might prefer tape recordings rather than written notes for future meetings.
Comment noted
29. The issue of Truck volume and speed were again brought up as problematic. The removal of tolls on I-95 has turned it into a truck convoy.
Comment noted
30. Project coordination among ongoing projects was emphasized. The concern goes beyond DOT projects and includes other local development such as the construction of a mall.
Comment noted
31. Residents don't want East Avenue lowered in the vicinity of the railroad bridge and would prefer the money be spent on sound barriers. Norwalk is the only town without barriers in the area.
Comment noted


Submitted By: Jeffrey Keefe

1/21/16
Date:


Reviewed By: Antonio Morelli

1/25/16
Date:


Approved By: Andreas Fesenmeyer

1/22/16
Date: